

Edmonton Bulletin.

Vol. VI.

EDMONTON, ALBERTA, SATURDAY, NOVEMBER 1st, 1884.

No. 1.

TELEGRAPHIC.

WINNIPEG, Oct. 30, 1884.

Bishop Anson's residence in Regina has been burned.

The centenary of Sir Moses Montefiore has been duly celebrated.

Hon. Mr. Pope, minister of agriculture, is on his way to the North-West for a trip.

Severe storms, with much destruction to life and property, are reported from the Pacific coast.

Information received from Michipicoten says that the force sent there is inadequate to quell the disturbance.

The decision in the single scull race between Gaudaur and Teemer gave it as a tie. It will be contested again.

A serious railway accident occurred on the Grand Trunk lately. Loss estimated at one hundred thousand dollars.

Fifteen thousand men are to be sent to reinforce the French troops in China. France threatens to occupy Canton.

John Cameron was shot and killed in Winnipeg on the 25th inst., by David Welsh. A verdict of wilful murder has been returned.

Lord Wolseley has reached Saraso, some distance south of Wady Halfa. The Canadian boatmen speak very lightly of the cataraacts of the Nile.

The often reported Langtry-Gebhardt marriage is very likely to take place before the year is over. Mrs. Langtry is very anxious to procure a divorce.

BATTLEFORD, Oct 30th, 1884.

A bakery has been started.

A. E. Johnstone, forest ranger, shot a duck last week.

The telegraph repairing party has completed the work to the west.

The North Branch and Battle rivers are frozen lightly and will bear foot passengers.

D. Lavally, late of the mounted police, has returned from Ottawa and is opening a blacksmith shop.

Several buildings are being added to the police barracks here, and the stockade is being enlarged.

Supt. Gagnon, of the N. W. M. P., has reached Duck Lake. He will probably command at Carlton.

Ferries on the South Branch are not running on account of ice. Col. Irvine was unable to cross, and returned to Battleford, arriving here to-night.

CALGARY, Oct. 30, 1884.

Col. MacLeod has arrived.

Capt. Antrobus replaces Capt. Morris in the police here.

The police seized fifteen gallons of whiskey at the Central hotel lately.

Mr. McVittie and others have discovered petroleum on the Red Deer river.

An outfit of mining machinery for the Saskatchewan has passed through here.

W. Pearce, Dominion mining commissioner, has gone to the Pacific coast overland.

The survey parties working in the Selkirks have lost all their horses. There is four feet of snow.

PRINCE ALBERT, Oct. 30, 1884.

Business quiet.

River frozen over last night.

Winter appears to be setting in.

Court opens on 3rd Nov.; about 240 cases are entered.

The agricultural show, which took place on the 23rd and 24th inst., was a success. The exhibition of stock was good; that of vegetables not so good. Mr. Angus Cameron secured the prize for best home cured bacon.

A LETTER from Prince Albert says: "Reports from Battleford say that everything (at Edmonton) was frozen down to the ground long ago. If this is not true you had better get some one to deny it, as the story is being widely circulated and will hinder immigration to that point." It is nothing new for Battleford, or for that matter, Prince Albert or Calgary people either, to lie about matters and things generally at Edmonton. Luckily Edmonton does not depend for existence or prosperity on what they say, or still less on what they wish. Had they been able to prevent immigration to Edmonton they would have done it long ago. As they have not succeeded in the past—although there is no doubt they have injured us, as they have themselves—it is not likely that they will succeed in the future. Crops have not been frozen down at Edmonton. Although the wheat and barley have been injured, there is more wheat and more barley than was ever in the country before. The quality, however, is not so good as usual. The crop of oats is above the average in quantity and quality, and potatoes and all kinds of the hardy garden vegetables are also above the average in yield and quality.

LOCAL.

WEATHER mild and clear.

THE coal oil siege is raised.

POTATOES 50 cents a bushel.

COAL is \$4 a ton delivered this year.

WHEELS are still preferable to runners.

A. D. PATTON left for Calgary on Friday.

DRY WOOD sells at \$4 a double team load.

THREE inches of light snow on the ground.

SIX inches of snow at Victoria on Sunday last.

THE lower ferry scow has been hung up all week.

BUSINESS has shown some improvement this week.

ICE began to run in the river on Sunday morning.

W. F. BREDIN has been heard from in Oregon, U. S.

SWANS have not passed south yet, nor very large flights of geese.

DUCKS are plentiful in the river, but they are frozen out of the lakes.

TRADERS returned from Lac Ste Anne treaty payment on Monday.

OVER \$1,000 was paid out at Lac Ste Anne at the late treaty payment.

THE price of grain has not been fixed yet, none having been marketed.

M. McCauley is erecting a log building for use as a granary and storeroom.

STORMY weather on Tuesday and Wednesday, but mild and clear on Thursday.

J. SHIELDS has completed a dwelling on the south side, on sec. 16, tp. 52, range 24.

EMER and Caverhill intend opening a coal drift on the south side of Dowler's creek.

THANKSGIVING service in the Presbyterian church on Thursday next, thanksgiving day, at 11 a.m.

THE ferry skiff was crossing at the fort all yesterday. The scow has been hauled out of the water.

THE ferry scow at the Fort made one trip on Monday and two on Tuesday, leaving on the last one.

THE Pipestone creek was frozen over at last accounts, but not strongly enough to bear a horse.

THE survey of the trail to the cemetery is to commence to-day under the management of Mr. Jellett.

AN Indian rumor has it that Peter Erasmus, government interpreter at Whitefish lake, died suddenly lately.

J. REID returned from Calgary with M. McCauley's team on Saturday evening. Nothing startling to report.

NOW do your betting on the United States presidential election, which comes off on Tuesday next, November 4th.

ADAM HOWSE arrived from Calgary on Wednesday, with coal oil, flour, etc., and grist mill machinery for the H. B. Co.

REV. FATHER SCOLLEN returned from Battle river, where he has been engaged in mission work for some time past, this week.

M. McCAULEY shipped two loads of dressed lumber to Major Butler, at Beaver lake, on Tuesday. A long haul, over 50 miles.

THE skin of a black hare as large as a Jack rabbit is on exhibition at Norris & Carey's store. A something never heard of before.

THE fence in front of the Methodist church and graveyard has been shifted back from the road so as to leave more room to turn the corner.

FORTNIGHTLY Sabbath services at the Sturgeon, Rev. Messrs. Baird and Howard, Presbyterian and Methodist, officiating once a month each.

J. V. KILDAHL shot two partridge, of an odd variety on the Lac Ste Anne trail lately. The ears were red and the feathers were marked by black bars.

JAS. McMUNN, who has been ill with rheumatic fever for some weeks past, was removed to the hospital of the sisters of charity at St. Albert, on Wednesday.

A TRADER from the British Columbia side who has been trading at Jasper house lately, was in town last week selling his furs and buying an outfit. He left on Saturday for Jasper.

FRED SACHE shot a dozen prairie chickens in less than half an hour on Wednesday morning in rear of the Mammoth hotel. They are very plentiful and are fond of lighting on the tree tops in town, on cold mornings about sunrise. Instead of becoming scarce with increased settlement they are becoming more plentiful.

KAIN's survey party is on the south side and will leave for the south shortly. They have been engaged lately in tying the lines of Dean's Ft. Saskatchewan river survey to the township survey.

THE lieutenant-governor has offered \$1,000 from the funds appropriated by the federal government, in aid of the construction of bridges across the Battle and Blind rivers, on the Bow river trail.

J. J. MCARTHUR, D.L.S., and party, arrived in town on Tuesday, having finished his work near Pigeon lake; and left on Thursday for Lac Ste Anne, to do some work south of the lake before going east.

COPIES of the North-West municipal ordinance of 1884 arrived by last mail. The remainder of the ordinances of last session of the North-West Council may be expected by the mail following the one due next Monday.

THE unfavorable haying weather of last summer and the early snow fall will probably make hay scarce here before spring. There is one advantage, however, in the early snow and that is the fact that it prevents prairie fires.

OGILVIE's survey party, which has been employed in exploring the Athabasca and Peace rivers this summer, was expected at the Landing on the 25th of October. J. S. Edmonton went out last week with carts to meet them.

A VESTRY meeting was called at All Saints on Monday morning to pay up the organ fund and other matters, but the persons who should have received the money were not present with their accounts, hence the meeting was adjourned.

NEARLY \$1,900 was paid out in this agency at the late treaty payments. This is considerably in excess of the amount paid in former years, caused by a large accession to the number of the Bear hill bands from the Cypress country, of Indians whose payments were several years in arrears.

PRESBYTERIAN church services will be held as follows: Belmont, Nov. 2, 16 and 30 and Dec. 14 and 28 at 2:30 p.m. Clover Bar, Nov. 2, 16 and 30 at 2:30 p.m. Edmonton river, Nov. 9 and Dec. 7 at 3 p.m. Ft. Saskatchewan, Nov. 16 and December 14 at 10:30 a.m. No morning service in Edmonton on the days on which service is held at Ft. Saskatchewan.

THE North-West Territorial Gazette, dated Oct. 7th, contains the appointments of T. A. McLean, Calgary; J. A. Macrae, Carlton; A. Atkinson, Green Valley, Assa.; J. H. Dickie, Carlyle, Assa.; R. Ross, Isle a la Crosse, Sask.; J. W. Powers, Saskatoon, Sask.; J. T. Clarke, Clarke's crossing, Sask.; J. J. McHugh, Carlyle, Assa.; J. M. Campbell, Medicine Hat, Assa.; J. B. Dolg, Longlaketon, Assa.; W. French, York colony, Assa., to be justices of the peace. F. W. A. E. Haultain, Ft. MacLeod, to be notary public, and R. A. Shee, M.D., Medicine Hat, Assa., to be coroner. It proclaims Thursday, November 6th as thanksgiving day. It contains an order in council of the Ottawa government in reference to cattle quarantine, which states that the disease of pleura pneumonia exists among the cattle of the state of Illinois, and that cattle are shipped from there into the more western states and territories for breeding purposes; and that to prevent the disease being communicated to cattle in the Canadian North-West, United States cattle are only permitted to be imported by way of Emerson, Ft. Walsh and Ft. MacLeod, or such other point as may be designated by the Minister of Agriculture. Cattle coming in at Emerson must be pronounced free from disease by an authorized veterinary surgeon and be subjected to 60 days quarantine, or such other period as may be deemed advisable by the Minister of Agriculture. Cattle entering at Walsh or McLeod must be inspected as already provided and pronounced free of disease or a suspicion thereof, but will not be quarantined. Owners must certify as to the locality from whence the cattle are brought and pay a fee for inspection from \$1 for a single animal to 10 cents apiece for 50 animals or over. United States cattle cars shall not carry cattle in Canada. Cars carrying U. S. cattle from west to east shall not be allowed to be or remain shunted in close proximity to any Canadian cattle, and shall not form any part of a train containing Canadian cattle. Cars carrying U. S. cattle from west to east shall stop at such places as the minister of agriculture shall fix for the purpose of rest, feeding and watering, and such places shall be declared infected within the terms of the animals contagious diseases act of 1879. Every car used for transporting U. S. cattle across the frontier shall be disinfected before re-entering the province of Manitoba.

As E. Laboucan was crossing his outfit on the ferry scow, on his way to Battle river from the Lac Ste Anne treaty payment, on Tuesday, the scow got stuck when about thirty feet from the south shore. The horses were made to jump in the water from the scow and walk ashore. One of them, a valuable animal, on jumping, broke a leg and was given to the Indians of the reserve, who killed and ate it forthwith.

FOR some time there has been a good deal of dissatisfaction in the Lac Ste Anne band of Indians, a part of them desiring to remove and have their reserve at White lake, while others are content to remain where they are. The difficulty has been settled by the Indian commissioner allowing the band to divide, part under Alexis remaining where they are, and the others under Iron Head going to White lake, where they have already some fifteen acres broken and ready for crop.

THE Surprise thresher on the south side has been hung up for the season. The Colonization company's is working near the Old Man's knoll, Smith's at Little mountain, W. Rowland's near Rat creek, Kirkness & Gullion's at Long lake, Lamoureux and W. Cust's at the Sturgeon, and the St. Albert mission and Brousseau and Cunningham's in St. Albert settlement. The yield of oats is generally good, while wheat and barley are nearly up to the average in quantity but below in quality.

A NOTICE relating to the cancellation of homesteads in the colonization company's tract has been posted in the land office. It reads as follows: "Any one seeing his name and location in the list below and desiring to defend the cancellation of his entry thereto, can apply to the agent of the colonization company for a blank form of affidavit on which to make such defence, and on having the same filled out and sworn to, and corroborated if possible by two reliable and disinterested witnesses cognizant of the facts, can forward the same to the Dominion lands commissioner at Winnipeg, so that it will reach within forty days from date notice is posted on list below, otherwise cancellation is liable to go by default."

NEW ADVERTISEMENTS.

MASONIC.—Saskatchewan Lodge No. 17, G. R. M., A. F. & A. M.—A regular meeting of the above lodge will be held in the Masonic Hall, Edmonton, on Monday, Nov. 3rd at 7:30 p.m. Visiting brethren cordially invited. By order of the W.M. W. STIFF, Secretary.

AUCTION SALE OF

FARM STOCK AND IMPLEMENTS.

FT. SASKATCHEWAN,

TUESDAY, NOV. 25th,

On the premises of Sgt. R. Belcher.

- 4 Milk Cows (in Calf)
- 3 Heifers (in Calf)
- 3 Steers (yearlings)
- 5 Calves (spring)
- 1 Breaking Plow
- 1 set Iron Harrows
- 1 wooden Roller, ironed
- 1 set Rob Sleighs
- 2 set Single Harness
- 1 Cutter
- 1 Buckboard

And a number of other articles.

TERMS—Amounts under \$15, Cash; over \$15 and under \$50, six months time; over \$50, twelve months, on approved joint notes bearing interest at 8 per cent.

G. A. BLAKE,

Auctioneer.

HOTELS.

GERALD HOUSE, Calgary, opposite C.P.R. depot—first-class accommodation—head-quarters for Edmonton travelers. A. H. Gerald, formerly of Farmers' House, Winnipeg, Proprietor.

JASPER HOUSE, north side of Main street. The only brick building in Edmonton. First-class weekly and daily board at reasonable rates. Good stabling in connection. J. GOODRIDGE, Proprietor.

EDMONTON HOTEL, the pioneer house of entertainment west of Portage la Prairie. An extensive addition has been made to this establishment which now offers superior accommodation to my old patrons and the travelling public. A first-class billiard room. Good stabling attached. DONALD ROSS, Proprietor.

THE EDMONTON BULLETIN is published every Saturday morning, at the office, Main street, Edmonton. Subscription—Two Dollars per annum. Advertising Rates—Standing advertisements, two dollars a line per annum; transient advertisements, ten cents a line for first insertion and five cents a line for each subsequent insertion; no advertisement inserted for less than One Dollar. FRANK OLIVER, Proprietor.

EDMONTON BULLETIN, NOV. 1, 1884.

TENNYSON has completed a long poem on Thomas-a-Becket. Thomas has been dead so long that he probably won't protest, but the reading public should.

A WHITE deer has in many countries been regarded with superstition. Not so in British Columbia. One was lately offered as venison in a New Westminster butcher shop.

THE Toronto correspondent of the Montreal Witness says he thinks that the appointment of Hon. John O'Connor to the bench may cause an agitation in favor of an elective judiciary.

MONTREAL has granted a heavy bonus in land, exemptions and privileges in aid of the construction of elevators by the C.P.R. The papers are enquiring, when is this company likely to be done asking for more?

THE Brooklyn Eagle mourns the decline of the U. S. shipping interest, and blames it on the protective policy. The carrying trade of the United States is done in British vessels. It says: "The Union Jack in the harbor of New York is the badge of American servitude to corruption in American politics." Canadian national policy papers please copy.

THERE is gas coal in plenty near Victoria, B. C. It is exported to San Francisco, where, after paying duty, the gas made from it is sold at \$1.50 per thousand. But the Victoria people pay \$4 per thousand. The Colonist wants to know why this is thus. The reason is monopoly. And yet the Colonist supports monopoly. Monopoly is good when it benefits you and pinches your neighbor, but when it pinches you—why then, circumstances alter cases.

ONE great objection urged against the Chinese is that they do not marry and settle down in the land to which they emigrate, always returning to China when they have secured a competence. To most minds this would be a redeeming feature in the case. For as long as they make it a point to regard China and China only as their home, there is but little probability of their absolutely overrunning this continent; but were they to settle down and raise families then truly there would be a danger of North America becoming a Chinese colony.

IN '78 and '82 the federal elections were carried mainly on the cry of protection to home industry—that is to home labor and home capital. The recognized chief organ of the victorious party was the Toronto Mail. At a meeting of the Trades and Labor council in Toronto on October 3rd, a resolution was passed stating that the late action of the manager of the Mail newspaper, in insisting on its employees signing a document depriving them of their rights as freemen, was tyrannical, and denouncing the act as outrageous and contrary to the progress of the age. The Mail's protection to home industry is purely theoretical.

WHEN Mr. Mackenzie declared that he had been mistaken as to the capabilities of the region along the C. P. R. line, the syndicate, that is the government, organs published his statements at greatest length, with still more lengthy editorial comments, and beslobbered him with compliments to an extent that must have surprised him, who was unused to such expressions from that source. But when he stated that he still believed the country along the old line to be far superior, the tune changed and Mr. Mackenzie was once more the impracticable politician, the rejected of his party, the traducer of his country, that he always was, and would continue to be to the end of the chapter.

ON entering confederation British Columbia agreed to give up to the Canadian government the land for twenty miles on each side of the proposed C. P. R. line, wherever that line was to be located. In pursuance of this the federal government assumed the right to control the mines on railway lands west of the summit this season; but this claim is disputed by the local government, which contends that although the land carries with it the timber and ordinary minerals, it does not include the "royal metals," that is gold and silver, and are preparing to fight the question to the highest court; while pending a decision, of course, they have possession. British Columbia's contention does not look altogether honest at first sight, but there is no doubt that should it prevail the mining industry will prosper to a greater extent than should it fall into the clutches of Sir Macpherson.

VOL. VI.

With this number the BULLETIN enters upon its sixth volume. While confessing to the effects of the present all prevailing financial stringency, we have to thank the people of Edmonton as well as many other points throughout the North-West for a continuance of what we are proud to believe to be a hearty and appreciative support. To merit a further continuance and increase of that support will be our earnest endeavor.

OUR PLATFORM.

There are three classes of public questions which come prominently before the people of the North-West: Those relating to the purely local affairs of the territories, those by which the residents of the North-West are brought into direct contact with the various departments of the Ottawa government, and those matters of general policy which concern North-Westerners because they are Canadians. As a declaration of platform seems to be quite the thing now with newspapers on both sides of the line, it may not be out of the way for the BULLETIN to place its position on the leading ones of these questions before the public, as clearly and in as few words as possible.

The BULLETIN holds that the territories have attained a sufficient population, of sufficient intelligence to warrant the assumption by them of responsible local government, having all the powers of the different provincial governments, without further delay, and that the condition of the country at the present time is such as to make it eminently necessary that this form of government should be assumed. That the territories are entitled to receive from the federal treasury for local expenditure a return on sums derived by that treasury from all North-West sources, in the same proportion as is received by the different provinces. That the territories should remain united as at present until such time as one or more of the different provincial districts shall have attained a sufficient population to warrant the expense, or make necessary, a separate local government. That as long as Canada is a confederation the right to the control of the land of the North-West belongs to the people of the North-West—as in the case of the provinces—and that the federal government is only entitled to act as administrator until with the permanent establishment of provinces the people are in a position to take hold of and control their own lands to advantage; and that when the lands are so taken over accounts should be squared with the federal government as to expense incurred and revenue derived. That the federal government is not entitled to a return direct for money expended in preserving order and opening up the North-West, any more than it is entitled to such a return from the provinces where similar services are performed, but should look for its return to the increase of wealth and population and consequent increase in ordinary revenue.

The BULLETIN believes that as long as North-West affairs are controlled by the federal government to the present extent, or should they be controlled by a local government, the land, timber, mineral, grazing and railway policies should be dictated first, last and always by a desire to induce settlement and the development of the resources of the country; and that the attempt to make those interests yield direct revenue is pernicious in the extreme, and altogether injurious, tending to retard that development upon which the ultimate success of Canada as a country depends. That the man who desires to actually improve the country by his presence and his labor is the man who should in all cases have the best opportunity afforded him. That the clause in the C. P. R. Co's charter shutting the North-West out of railway competition is an injustice so gross as not to be borne, and to imperatively call for a repeal of the clause or ample compensation to the people of the North-West for the injury thus done them; and that the clause exempting the company from municipal taxation is of like nature. That a railroad outlet by way of Hudson's Bay is a necessity to the full development of the North-West, especially the immense areas on the head waters of the Saskatchewan and Peace rivers; and that in return for the

amount of North-West land disposed of to assist in building the C. P. R. through Ontario and British Columbia, the North-West is entitled to large assistance from the federal government toward the building of such a line, and to be placed in a position to construct and control it, without the intervention of any company. That the prohibitory law in force in the North-West has been and is of the greatest benefit to the country, proving all that the most sanguine advocates of prohibition have claimed for it; and that it would have proven a still greater benefit had it been more strictly enforced. That no reason exists why such a law will not be of as great, or greater, advantage in the future than it has been in the past, and that the principle of prohibition should not be departed from unless in accordance with the wish of a majority of the people themselves, expressed in due form at the polls. That the people of the North-West are entitled to as full representation in the federal parliament as though they resided anywhere else within the limits of Canada. That the idea that the North-West is to eastern Canada as India is to Great Britain is one that will, if not abandoned, lead to the rupture of confederation at no distant date.

The BULLETIN maintains that the proper way to raise revenue for government purposes is by means of direct taxation, as is now done in the case of municipalities, etc., that being fair alike to rich and poor, while the present method of taxation on imports presses more heavily on the poor than on the rich. That while it is the right and duty of a government to regulate, and, if necessary and possible, to encourage or restrict commerce, navigation, manufactures and railroad building, it does not believe that it is possible to restrict commerce, except as to quarantine and articles declared contraband, with advantage to the majority of the people; that it is possible to improve a country by importing paupers, or people who have been unable to make their own way in the world; that it is possible to make a manufacture which is inherently unprofitable really profitable to the community at large, or that it is a good speculation to bankrupt a country in order that it may have a railroad. That an alteration is necessary in the present terms of confederation so that each member may be entitled to all the rights and privileges of every other member, and to guarantee to the smallest as well as the largest province complete supremacy in its affairs, without the possibility of interference from Ottawa. That owing to the provinces being so widely separated and to their being used to local self-government so long, this is necessary to the success of the confederation scheme—that it shall be a confederation in fact as well as in name. That British connection should be continued as long as it is found as profitable and generally advantageous as at present, with a view to independence when that connection shall be dissolved; and that annexation to the United States now or in the future is not desired or desirable in any sense. That Canadians are good enough men and have a large and good enough country to enable them to build up a nation that shall be second to none.

NOTICE.—The undersigned has now for sale the boat, boiler and engine of the Goldpan, now lying at Point le Pée, together with ropes, blocks, pitch, oakum, portable forge, blacksmith's tools, iron (round and bar) etc., etc. Terms cash. STUART D. MULKINS. Edmonton, Oct 11th, 1884.

NEW WATCHMAKERS.

Gold and Silver Watches, Clocks, Jewellery, Spectacles, Gold Pens, etc.

Watches sent by stage driver to be repaired will be done at once and returned.

Satisfaction guaranteed every time.

McINTYRE & DAVIDSON,

Opposite Post Office,

CALGARY.

AGRICULTURAL MACHINERY

FOR SALE.

THRESHING MILL, No. 3 SURPRISE,

8 horse-power, Pitt Movement.

GRAIN CRUSHERS, improved pattern.

CORD (self-binding) REAPERS.

REAPERS, MOWERS AND RAKES,

of latest improved styles and patents,

Cheap at

A. MACDONALD & CO

BROWN & CURRY,

GENERAL MERCHANTS.

Beg to inform the public that their long expected freight has arrived at last, and that they have now on hand the,

LARGEST AND MOST COMPLETE STOCK

That has ever been brought into the North-West.

WITHOUT EXCEPTION.

Although the rate of freight is high we no more than others, and as we have

NO MIDDLE MEN TO CONTEND WITH

As others have, and as our goods are all bought direct from the importers or manufacturers, and

SELECTED FROM THE BEST QUALITIES

We are able to offer

BETTER AND CHEAPER GOODS THAN ANY OTHER FIRM IN EDMONTON.

We respectfully ask everyone to call and examine our goods before purchasing elsewhere.

BROWN & CURRY

FT. CHIPEWYAN.

J. Littlebury, engineer, and J. Favel, pilot, of the Athabasca H. B. Co. steamer Grahame, arrived from Chipewyan on Sunday night, having tramped in from the Athabasca landing, packing their dunnage, in three days. They left Chipewyan on the 29th September, in a skiff, with a crew of two men, and followed the Athabasca to Ft. McMurray, 175 miles. There they left the river and took pack horses to House river, at the head of the Grand rapid on the Athabasca, a distance of 90 miles, the trip occupying six days. There was only an Indian trail through a rolling, heavily timbered country, and in many places this was undistinguishable on account of fallen timber. A good deal of clearing had to be done to get the horses through. They took to the water again at House river and came up the Athabasca to the Landing, 156 miles. The river for 120 miles, to the mouth of Lac la Biche river, in the present low water, was full of rapids, but for the remaining thirty-six miles the navigation was fair. In high water the navigation is good for the whole distance, the character of the river being similar to that of the Saskatchewan.

Last winter at Chipewyan was not as mild as the previous one, but still was not very severe. The lowest thermometer was 53 below, but only for a few days. The snow was about eighteen inches deep. Spring opened somewhat later than usual and was very lingering in its nature. The rivers began to break about the middle of April, but the ice did not leave lake Athabasca until the 5th or 6th of June. The summer was dry, cold and backward. The crops of barley and potatoes at the missions and at Ft. Chipewyan, usually good, did not amount to anything, the potatoes scarcely returning the seed. On an island in the lake, however, where potatoes had been planted, they did well and the tops were still green in the end of September.

The event of the season was, of course, the operations of the steamer launched the previous fall. She started on her first trip to the head of the rapids, on the Slave or lower Peace river, above Ft. Smith, on June 15th, and made the distance, 120 miles, in seven and a half hours. The navigation is excellent, the river being smooth, broad and deep, not being swift, and so large that the Saskatchewan would be lost in it, and of splendid water. The banks are rocky, covered thickly with good sized timber, chiefly of spruce, and there are many rocky islands in it. There is only one small rapid in this distance, called the Butte, but it is no impediment to navigation. At the Landing at the head of the rapids, a rocky, wild looking place, is a store and warehouse of the H. B. Co. From there goods are taken to Ft. Smith, at the foot of the series of rapids, 15 miles distant, either with oxen in carts by a trail, or boats which are portaged around the different rapids occurring in that distance. From Ft. Smith there is unbroken navigation to the Arctic ocean. Ft. Smith is at the mouth of Salt river, from springs near which the salt used in all the Mackenzie, Athabasca and Peace river country is taken. The return trip to Ft. Chipewyan, up stream, occupies about fifteen hours. The Indians were terribly astonished at their first sight of a steamboat, and a party of 150 were taken on board for a short excursion from the head of the rapids to the first wooding up place above, much to their delight. They comprised Esquimaux, Lociux, Dog Ribs and Chipewyans. Their greatest wonder was at the engineer, whom they set down as being an evil spirit. The steamer made four trips to Ft. Smith and three to the head of navigation on the Clearwater during the season. The trip from Chipewyan up the Athabasca to the mouth of the Clearwater occupies about 30 hours, and the down trip 15. Although the water was exceptionally low the steamer had not the slightest difficulty in this stretch. It is in the upper half of this distance and on the Clearwater, that the great tar or coal oil springs exist. The country is of a limestone formation and the rock is almost universally saturated with oil. Upon the limestone is sand or sandstone, and this also in many places is saturated with oil, so much so that blocks of it thrown into the furnace of the steamer aided materially in burning green wood. Out of the sandbanks the oil oozes almost pure, while back from the river, in the timber, it comes out of the ground as a black, gummy substance. The Clearwater is a much smaller stream than the Athabasca, running into it from the east, and was navigated about sixty miles from its mouth. The navigation is very difficult, the river being very shallow, rapid, and rocky. There are tar beds on it extending clear across the river. On one of these the boat was stuck and it was very difficult to get her off on account of the sticky nature of the tar. There are also mineral springs, which emit a vile odor. On several occasions the boats crew had to clear a channel for her through the boulders of the rapids. On two trips she reached the foot of the main rapids, near the Loug portage, and on the other a point a little above the mouth of the Pembina, a tributary which comes in on the south side.

Although the steamer was constructed un-

der the greatest difficulties she is a perfect success, being more satisfactory than even her builders expected. When it is remembered that she was taken out of the woods by hand, and chiefly by utterly unskilled labour at that, the greatest credit must be accorded the builders. She is 130 feet long, 24 feet beam, 220 tons burden, and her engines are 100 horse power.

The Athabasca country abounds in other minerals besides coal oil and salt. Mr. Littlebury has with him a specimen of mica brought by Indians from the direction of the Peace river, which gives flakes four inches square. He has seen many specimens of iron ore, or rather almost pure iron, on the banks of the lake and lower Peace river, while copper is reported to exist at Ft. Fendu Lac, near the eastern extremity of the lake. He is of the opinion that the rocks of that region will also yield both gold and silver.

Calgary Herald, Oct. 8: A photograph gallery is being erected. The industrial school at High river is completed and will be occupied at once. Mr. Bradigan handled the circular in the Bow river mills; his hand was severed across the palm. A show of hands of various nationalities at a Presbyterian social, gave 15 Scotch, 9 English, 11 Irish, 4 New Brunswickers, 7 Nova Scotians, 4 Quebecers, 10 natives of the territories, and innumerable Ontarians. Frank McGuire has sold a half interest in two leads in the Selkirk for \$5,000. Begg, of High river, received 1,200 sheep lately. The falls of the Kicking horse river, 26 miles east of the Columbia, are 70 feet high. Golden city jail, near the mouth of the Kicking horse river, has five prisoners. Good samples of grain and potatoes have been brought down the Columbia from the Kootenay. Hay is \$160 per ton at the first crossing of the Columbia, oats 85c a pound. Jack Little, formerly of Battleford, is operator there.

Mr. Van Horne reports that the C. P. R. will be completed from Montreal to Port Moody by September next, at a cost \$4,000,000 less than was estimated. The supply of timber in the Selkirk and Gold ranges along the line is practically inexhaustible, as also on the coast. From the east end of Kamloops lake to the summit of the Gold range, 113 miles, the line will cost \$16,000 per mile, including station buildings and water service, and from the west end of Kamloops lake to the same place, 138 miles, \$21,500 per mile. From the summit of Eagle pass, on the Gold range, to the summit of the Rockies, 150 miles, the cost will be \$33,000 a mile.

The Knights of Labor, of Nanaimo, B.C., have issued a manifesto on the Chinese question. It recites the usual complaints against the Chinese and goes on to say that the Chinese have increased 200 per cent., while the whites have been increasing 50 per cent. The document concludes with what amounts to a threat of forcible measures if the Chinese are not made to go forthwith.

The Toronto World says that Sir John's trip to England is to arrange for something to be done as to the fishery provisions of the Washington treaty which terminate in a few months. Also as to the Chinese question. Also as to the annexation of Jamaica. Also finally as to a baronetcy for Sir John himself.

The Halton county Scott act contest cost the liquor dealers' association \$12,000, and they were defeated. It is reported that they have given up the contest in other counties, but E. K. Dodds, their champion of jaw, says no.

Mining news from Lorne creek, forks of the Skeena, B. C., is most encouraging, but the Indians are on the verge of an outbreak. The Indians at Metlakatla have prevented surveyors from working.

The Dublin city council agreed to alter all English names attached to streets in that city to Irish ones, in token of loyalty to the cause, by a vote of 28 to 13.

Ten thousand names attached to a Scott act petition were stolen from the sheriff's office in Cobourg, Ont., recently, rendering the petition useless.

A discussion has been going on in Britain lately as to the capability of the navy, and the conclusion arrived at is that the navy is not by any means what it ought to be.

N. W. Kittson's pacer, Johnson, did a mile in 2:06 in Chicago on Oct. 3rd. Minnie R., with running mate, did the mile in 2:03 1/2.

ONTARIO is about to demand a settlement from Canada on account of sales of land and timber on the disputed territory.

A shipment of 418 head of horned stock was made recently from Sussex and Sackville, New Brunswick, to Regina.

Wheat in Chicago is 75c for November, 79c December and 80c for January delivery.

The wagon road through the Eagle pass, B. C., has been completed.

Rumored that Russia will proclaim a protectorate over Persia.

The cost of the Nile expedition is \$150,000 a day.

CHURCHES.

CHURCH OF ENGLAND.—Hours of Sunday service: All-Saints 11 a.m., St. Michael's 6.30 p.m. W.N.

EDMONTON PRESBYTERIAN CHURCH.—Pastor—the Rev. Andrew B. Baird, M.A., B.D. Sabbath services, 11 a.m. and 7.00 p.m., Sabbath school at 2.30 p.m.

ST. JOACHIM'S, R. C. CHURCH, Edmonton.—Mass at 10 a.m. every Sunday, Sermon in English and Cree. Afternoon services at 3 o'clock. H. GRANDIN, O.M.I.

METHODIST CHURCH OF CANADA.—J. H. Howard, Pastor. Hours of service, 11 a.m. and 7.00 p.m. Sabbath school, 2.30 p.m. Prayer meeting and lecture, Wednesday evening at 7 p.m.

NOTICES.

ROYAL MAIL AND STAGE LINE making fortnightly trips between Calgary and Edmonton. Stage leaves Calgary on Thursday morning June 12th and every alternate Thursday following until further notice. Makes close connection with the C.P.R. train leaving Winnipeg on the previous Monday morning. Leaves Edmonton Thursday morning June 19th and each alternate Thursday following. All express matter addressed in care of the undersigned will be forwarded without delay, and the advance charges paid by us. Rates, 10 cts. a pound from Calgary. LEESON & SCOTT, mail contractors, Calgary.

AGENCIES.

Ontario Wind Engine and Pump Company. Makers of the celebrated Halliday and Star windmills, which work up to 40 horse-power, and all kinds of lift and force pumps.

Cockshutt plow company, of Brantford. Makers of the celebrated North West sulky gang plow, and every variety of walking plows. Also the Little Favorite, diamond point one horse cultivator.

Massey Manufacturing company. Makers of the Toronto cord binder, the Toronto mower, Massey mower and harvester and Sharp's horse rake.

Sole agent for the Edmonton district, G. A. BLAKE, Belmont farm.

PUBLIC NOTICE.—Clause 122 of the Dominion Lands Act of 1883, 46 Victoria, chapter 17, enacts as follows: If any person knowingly and wilfully pulls down, defaces, alters or removes any mound, post or monument, erected, planted or placed in any original survey under the provisions of this act, or under the authority of any order in council, such person shall be deemed guilty of felony and shall be punishable accordingly; and if any person knowingly and wilfully defaces, alters, or removes any other mound or land-mark, post or monument placed by any Dominion Lands Surveyor to mark any limit boundary or angle at any township, section, or other legal sub-division, lot, or parcel of land in Manitoba or the North-West Territories, such person shall be deemed guilty of a misdemeanor, and being convicted thereof before any competent court, shall be liable to be punished by fine or imprisonment or both, at the discretion of such court—such fine not to exceed one hundred dollars, and such imprisonment not to be for a longer period than three months, without any prejudice to any civil remedy which any party may have against such offender or offenders for damages occasioned by reason of such offence. Any person transgressing this provision of the law will be prosecuted with the utmost rigor.—D. L. MACPHERSON, Minister of the Interior.

\$25 TO \$50 PER DAY can easily be made using the OLD RELIABLE VICTOR Well-boring and Rock-drilling Machinery. We mean it, and are prepared to demonstrate the fact. The well-merited success which has crowned our efforts during the past few years, and with EXCELSIOR for our motto we are monarch of all in every country of the world. Our machinery is operated by either man, horse or steam, and works very rapidly. They range in size from 3-inch to 4 1/2 feet in diameter, and will bore or drill to any required depth. They will bore successfully and satisfactorily in all kinds of earth, soft sand and limestone, bituminous stone, coal, slate, hard pan, gravel, lava, boulders, serpentine and conglomerate rock, and guaranteed to make the best of wells in quick sand. They are light running, simple in construction, easily operated, durable, and as well known as the very best and most practical machine extant. They are endorsed by some of the highest state officials. They are also used extensively in prospecting for coal, gold, silver, coal oil and all kinds of minerals. And for sinking artesian wells and coal shafts, etc., they are unequalled. We also furnish engines, boilers, wind mills, hydraulic rams, horse powers, brick machines, mowing tools, portable forges, rock drills and machinery of all kinds. Good active agents wanted in every country in the world. Victor Well Auger and Machine Co., St. Louis, Missouri, U.S.A. 511 Pine Street. State in what paper you saw this.

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GENERAL MERCHANTS

EDMONTON.

GOODS OF ALL DESCRIPTIONS AT LOW

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A FEW LADIES' HATS ON HAND,

Which will be sold

AT REDUCED PRICES.

GIVE US A CALL.

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FALL AND WINTER GOODS

IMMENSE STOCK

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FINE ALL WOOL SHAWLS,
BED QUILTS, Colored and white, splendid value,
BLANKETS, White and Gray, Cheap,
do Horse,
BREAKFAST SHAWLS
LADIES' WOOL JACKETS,
" " HOSE, all colors,
GRAY COTTON, Large Lot, All Prices,
WINCEYS in Brown, Black and Gray,
SHIRTS, all Wool,
" Unions,
" Cottons,
" Dress,
DRAWERS AND UNDERSHIRTS in endless variety.

READY-MADE CLOTHING.

MEN'S SUITS,	MEN'S PANTS,
YOUTH'S "	" OVERALLS,
BOYS' "	" JACKETS,
CHILDREN'S SUITS	YOUTH'S PANTS,
MEN'S OVERCOATS	" OVERALLS,
YOUTH'S "	" JACKETS,
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Our Clothing is Splendidly Assorted and is being sold at Reduced Prices.

BOOTS !! SHOES !!

Large and varied stock in Ladies' Men's, Boys' and Children's.

IN

Hardware,
Crochery,
Hats and Caps, and
Groceries,

We are carrying full lines.

JNO. A. McDOUGALL & CO.

EDMONTON TO FT. MACLEOD.

Special Correspondence.

So many things have been said and written about the trail and country between Edmonton and Calgary, that I am not sure anything new remains to interest a reader. No pen can picture the varied scenes or describe the beautiful windings of the trail over hill and through dale; it must be travelled to be thoroughly appreciated. On our trip out there were five passengers: a husband and wife going to Montreal, a priest and a Pope, the former to Ft. Cumberland, the latter to Winnipeg; if his health and funds would permit, and myself, to the land of everlasting streams and the flowing cow. At Battle river we stopped at Baker's store to replenish the larder, the dogs at Bear's hill, the night before, having snatched and left us nothing but straight bread. The driver had an abnormal appetite, which was induced by his incessant click-click at the steeds; only in sleep did his tongue and arm rest. At the Blind Man's River we passed large freight trains going to Edmonton. Crossed the Red Deer and had dinner on its bank. We all drank heartily of its water and let four in for a full hour. Pretty place is Red Deer, but its beauty has not charmed away the demon frock, it seemed tipped the crop badly this year. Seated in a 10 mule and 100 horse, I set out to overhaul the main body which had started while my horse was getting over a fit of homesickness. I was on the keen lookout for my first view of the Rockies, as it is on the heights surrounding Red Deer the first sight of these is obtained. Some people go into ecstasies over them and call them awe-inspiring, beautiful, sublime, etc., etc., but, as the first view is obtained here, they are not half as enthralled. May be it was because I had been looking at them for a half hour before I discovered they were not clouds, that made them seem tame to me. Allowing that my interest and energy were pretty much all centred in the horse and saddle, especially the seat of the latter, I think I have formed a fair estimate of the Rockies. They look well at sunset, and especially in the twilight of a clear sky do they stand out in full relief. Seen thus these grim reminders of bygone ages make one think of the time that moulded them, of the eternity of the time when they shall be dissolved. The Lone Pine—though there are two where there should only be one—was passed and we were fairly at sea by night with nothing in view but the stars overhead. The prairie at this time of the year is dreary, cheerless and sad. I can only compare it to the Libyan desert.

Calgary is reached after six days of bumps, thumps, whumps and clatters. Our little party now breaks up, and it is not without regret we part with the little priest, whose kind, gentle demeanour had won for him the esteem of all. Snubbing, as when I first saw him, with a hearty "good luck" we parted. Calgary being the first "civilized" place I had seen in five years I felt a little uneasy. I thought of my old haunts and how I would like to be back here but under the Canadian influence of soap and shoe polish my uneasiness grew into familiarity. A year ago Calgary was only a hamlet, now it is a town in every sense the word implies in Ontario. Though business is dull now its site and prospects will induce many to make their home here. After a day's rest I started for Macleod in a four-in-hand Concord coach, driven by an American Jew. There are four passengers, a Boston Yankee, an Englishman on his way to Brazil, a rancher visiting his ranch, and your humble servant. We pass through a high rolling country dotted with herds of sheep, cattle and horses, all looking fat and sleek. Numerous little streams with a fringe of timber along their banks are crossed, at all of which we get out to drink of the pure mountain water. Saw an immense herd of sheep just driven from Montana; stopped at Simpson's creek, about 25 miles from Calgary; saw some splendid samples of oats grown by the proprietor of the stopping place. After changing horses we found ourselves gliding over a more level country than that travelled in the forenoon. To all appearance this district is well adapted for farming, as the comfortable house and large acreage under cultivation testify. A wise government would not bar people from settling here as the soil is rich, easy of cultivation and near a market. Met a train of 10-ox teams loaded with coal for Calgary, taken from the Galt mine near Macleod. High river is reached and a large flock of sheep are being ferried across, the current being too strong to swim them. John told me this stream was impassable for fourteen days in June, caused by excessive rains in the mountains. He said he saw his lead horses seven times to make sure there were no snags for the coach to strike against, then hitching his four to the coach, with passengers all inside, he floored them across. He said it was the slickest thing he had seen done in the way of coaching for many a day. He told me a thousand incidents in which he was always the hero. A feeling of lassitude and loss of vision made me ask him to stop the coach while I got inside. I had been literally talked blind. Arrived at the half-

way house, 50 miles from Calgary, where we had supper and breakfast and slept on the floor. This house charges 75c a meal, why I cannot tell, but places along the line only charge 50c. Met an old newspaper man from Prince Albert who kept up his barbaric yelp till after bed time. After changing coaches, drivers and passengers we were on the road again skimming along at a smart rate. This end of the road is more level than the Calgary end and no streams are crossed till we near Macleod. Changed horses and had a superior dinner at the Oley ranch. Arrived at Macleod in time for tea, covering the distance from Calgary in two days, and finishing one of the most pleasant trips I have ever made. These splendid Concord coaches and the horses are in loud contrast with the cheap outfits on the Edmonton trail. The fare is 815 exclusive of meals. I am told a large profit is made on this line from carrying the mails and express. A fortune awaits the man who equips the Edmonton trail with these coaches. Tourists will then make the trip for the sake of it. The coaches carry fifteen passengers, six inside and nine outside.

Macleod has an uncouth look and has only recently begun to evolve itself from the chrysalis of barbarism. The buildings are long with mud roofs. My Brother-in-law said he could not compare it to a Hotentot village, as the latter was cleaner. Nor could he compare it to a Chinese mud village, as they were laid out in regular streets. A new town site, about two miles west of the present one, is being rapidly built up with large shops and respectable hotel dwellings. In my next letter I will try to give you a more coherent description of this country, its capabilities and resources, etc. A large amount of grain is ungarnished yet, two severe snow storms having delayed the work. The weather is cold and unsettled. The ducks and geese have begun their southern flight, which reminds me that I, too, am only a bird of passage.

METEOROLOGICAL.

Weather report for week ending Friday evening, Oct. 30th, 1884. Reported for the Bulletin by Mr. Alexander Taylor, observer at Edmonton.

	Max.	Min.
Saturday	50	50
Sunday	50	50
Monday	46	26
Tuesday	45	8
Wednesday	45	8
Thursday	31	8
Friday	29	12

Barometer rising, 27.000.

SUBSCRIBE FOR

VOL. VI.

EDMONTON BULLETIN

Commencing November 1st, 1884.

The BULLETIN is the pioneer weekly paper of the Territories, and as an exponent of North-West events, facts and ideas it stands second to none.

Latest telegraphic news.
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Most interesting North-West news.
Most important Canadian news.
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Fulllest information as to
The resources of the country,
Its geographical and physical features,
Its climate, productions and enterprises.
Its people—what they have done, what they are doing and what they propose to do.

Supporting the rights of the people of the North-West as regards their liberties, as citizens of Canada, and subjects of the British empire at all times, on all occasions and against all comers, in season and out of season, in the first verse and at the end of the chapter.

Presented in compact and readable form, without an accompaniment of bald headed witticisms, sentimental drivel or coarsest language.

Price \$2 a year, in advance.

LOST.—A Bay Pony, having a white mark on the face and one white leg, branded "A. R." on shoulder. Finder will be suitably rewarded on leaving the animal at St. John's mission house, Edmonton.

ENTRUST.—The person who had a cow her whereabouts on leaving a description of the animal at the Bulletin office and paying for this advertisement.

BUSINESS.

LIVERY, FEED, and SALE STABLE.
M. McCauley.

JAMES O'BRIEN & CO., wholesale clothiers, college buildings, Montreal, and Princess street Winnipeg.

ST. JEAN, cabinetmaker, begs to inform the public generally that he has returned from his trip abroad and will be found at his usual place of business.

ROSS BROS., Tinmiths, manufacturers of all kinds of tin, sheet iron and copper ware. Shop in new building next to J. A. McNeill and opposite the old hall.

SANDERSON & LOOBY, General Blacksmiths. Horseshoeing a specialty. All kinds of repairing done neatly and quickly. Shop on Main street, Edmonton.

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REAL ESTATE NOTICE.—Parties wishing to purchase lots or land in the "Robertson & McGill property, lot 12, Edmonton," or in the "Macdonald & McLeod property, lot 14, Edmonton," or in the "Macdonald & Lamoureux property, in the city of Saskatchewan," must deal only with the undersigned or George A. Watson, or (as to said city of Saskatchewan property) with Francis or Joseph Lamoureux. Plans may be seen at the office of the undersigned or at that of George A. Watson, barrister, Edmonton. A. McDONALD & CO.

LIVERY, FEED, & SALE STABLE.—PT. AS A SADDLERY AND STABLE. Good horses, good rigs, the best attention and moderate charges. Mail stage leaves Edmonton every alternate Tuesday morning, commencing June 17th, for Clover Bar and Fort Saskatchewan; returning leaves Fort Saskatchewan the following Wednesday morning, carrying passengers and express matter in connection with the Edmonton and Calgary Royal mail line. The undersigned are the Royal mail express agents at Edmonton and Fort Saskatchewan. JARVIS & STEWART.

EDMONTON AND CALGARY STAGE.—making weekly trips between said points—leaves the Jasper house, Edmonton, at 6 and the steamboat dock at 9.30 o'clock every Monday morning, stopping at Peace Hills, Battle River, Red Deer crossing and Willow creek, and arriving at Calgary on Friday. Retiring, leaves Calgary Monday, stops at same places, and arrives at Edmonton on Friday. Fare each way \$25; 100 lbs baggage allowed. Express matter 10c per lb. Passengers arriving in Edmonton and wishing to go to St. Albert or Ft. Saskatchewan, will be forwarded to those places at a very moderate charge. Edmonton office in Jasper house; Calgary office in H.R.C. store. D. McLEOD, proprietor.

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Overcoats, Ready-Made Clothing, Woolen Shirts, Woolen Underclothing, Cardigan Jackets, Wool and Leather Mitts, Boots and Shoes, Moccasins, Hardware, Groceries, House Paint, White and Gray Blankets, Scotch and Canadian Tweeds, Knitting yarn.

And all kinds of Fancy Goods at Reduced Prices.

More Goods to arrive shortly.

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INSURANCE.

C. F. STRANG, Accountant and Insurance Agent, representing the Commercial Union and Citizens Fire Co., the London & Liverpool Life, and London Guarantee and Assurance Co., Office with G. A. Watson, Barrister, Edmonton, Alberta.

PROFESSIONAL.

C. DE LAGORGENIERE, Notary Public and Conveyancer; accounts collected. St. Albert, W. Can., 42-2.

GEORGE A. WATSON, Barrister, Conveyancer, Notary Public, etc., Law Office, first door east of Jasper house, Edmonton.

D. R. C. WILSON, Physician & Surgeon. Office first building west of school house, block 6, H.R.C. reserve, Edmonton.

JOSEPH V. KILDAHL, Solicitor of the High Courts of Judicature in Ireland. Temporary office—Rosa Hotel, Edmonton.

MARRIAGE LICENSES.—Marriage Licenses can be obtained available for use by any minister on application to the Rev'd Canon Newton at All Saints church, or the Heintzinger.

STUART D. MULKINS, Notary Public and Conveyancer. Coal Claims and Timber Rights, and general information afforded on application. Toronto, Ontario. Residence in Manitoba and the North-West. Office first door east of Jasper House, Main street, Edmonton, N.W.T.

MANITOBA WEEKLY FREE PRESS.

1884] CAMPAIGN [1885

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Two Dollars (one year's subscription) will be accepted as full payment from any time hereafter until January 1st, 1885, giving to those who subscribe at once almost one-third of a year for absolutely nothing.

This is a unique offer, and it is confidently expected will be availed of by several thousands of settlers in Manitoba and the territories, especially in view of the bountiful harvest of this season.

The Weekly Free Press has from its inception held the lead in North West journalism, and for years past has enjoyed a larger circulation than than all other weekly papers in the Province and Territories combined.

Last year the paper in advance system was adopted which will hereafter be rigidly adhered to, and notwithstanding this the subscription list fairly bounded ahead, until at the present time it is safe to say, that the Manitoba Weekly Free Press has a larger circulation in proportion to the population of its constituency than any other paper in Canada.

The reasons for this are not far to seek. As a NEWS-PAPER it stands par excellence, missing nothing, whether Provincial, Territorial, Canadian or Foreign, of interest to the people of the great North West, having agricultural community.

Editorially, though the Free Press is a thorough believer in free liberal principles, it is unswerving in its support of the honest application in government of the honest cause of the North West at all times and under all circumstances, endorsing whatever is calculated to improve the condition of this magnificent country and to develop its great resources, and opposing whatever is inimical to the interests, regardless of personal or party consequences.

The market reports are prepared with the greatest care, with an eye single to accuracy. The miscellany is selected with the object of pleasing and edifying every member of the community.

Altogether the Manitoba Weekly Free Press is just the paper that should be found in every English reading house in the Canadian North West, and being the largest paper published in Canada, is to its subscribers the best value obtainable for the price of its subscription.

HOW TO SUBSCRIBE.

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P.S.—Don't overlook the fact that those who subscribe earliest get most for their money, as Two Dollars pays for the date of subscribing until the end of 1885.